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CENTRAL INTELLIGENCE AGENCY

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a report on rail and water transportation in the CEMA countries during 1956.

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Included in the data are statistics for all the CEMA countries on various aspects of the transportation systems during the period 1950-1956. (Ten pages)

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Situation Report on Railway and Water Transport in C.M.E.A.Countries in 1956.I. Railway Transport.

1. Given below are figures showing the volume of passengers and goods transported in 1956 on the railways of the member states of the C.M.E.A. as compared with 1950 and 1955.

Countries:	<u>Goods turnover</u>		<u>Transport of passengers</u>			
	1956 in million tons/ km. tariff value.	in percentages: 1950 1955	1956 in million passenger/ km.	in percentages 1950 1955		
Poland	51.9	100	148	37.4	103	140
Czechoslo:	34.3 1)	108	183	24.2	99	128
GDR	27.3	108	181	22.6	99	122
Hungary	8.2	93	152	10.1 2)	100	144
Roumania	15.3	109	204	13.1	105	160
Bulgaria	4.5	110	161	2.8	100	104
Albania	0.02	100	200	0.08	89	200
Total in the Peoples Republics Countries:	141.52	104	167	110.28	101	134
USSR:	1079.0	110	179	142.4	101	162

In 1956 the goods turnover on the Railways of Roumania had exceeded more than twice the 1950 level; there was also a considerable increase in the volume of goods transported on the railways of Czechoslovakia and GDR.

On the Czech railways, concurrently with the increase in the volume of goods transported there occurred a significant change in the direction of the flow of goods; there was a considerable growth in the volume of traffic in the latitudinal directions, on the lines /linking

1) Ton/km. utilised /utilisable/ 2) Information for 1955.

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linking USSR with Czechoslovakia, while the transport of goods on the shorter lines - "south-north" had decreased in volume. As a result the average distance of transporting one ton of goods on Czechoslovakian railways in 1956 had increased compared to 1950 by 19 per cent, the average distance of transporting had increased in Rumania by 12 per cent. On the roads in Poland, Hungary, Bulgaria the average distance of goods transported had decreased a little and on the railways of the GDR it hardly changed at all.

Countries	Average distance of transporting 1 ton of goods - in km.		Change in the average distance of transporting 1 ton of goods between 1956 and 1950	
	1950	1956	+ - km	in per cent.
Poland	234	227	-7	-3
Czechoslovakia	194	230	+36	+19
GDR	122	121 1)	-1	-
Hungary	132	127 1)	-5	-4
Roumania	229 2)	257	+28	+12
Bulgaria	197	176	-21	
USSR	722	791	+69	+10

2. The increase in the column of goods and passenger transport had been achieved to some extent thanks to improved exploitation of rolling stock which can be seen from the following figures:

Countries	Wagon turnover per 24 h.				Static load of wagons in tons			
	1950	1955	1956	1956 to 1950 + -	1950	1955	1956	1956 to 1950 + -
Poland	5.5	5.0	5.1	-0.5	17.5	18.4	18.6	+ 1.1
Czechoslovakia	4.5	4.24	4.35	-0.15	14.1	15.8	16.6	+ 2.5
GDR	4.1	3.5	3.55	-0.55	16.6	15.4	15.7	- 0.9
Hungary	4.7	4.0	4.6	-0.1	13.4 3)	14.8	14.6	+1.2
Roumania	5.4	4.3	4.4	-1.0	12.5	14.8	15.0	+ 2.5
Bulgaria	3.9	3.35	3.25	-0.65	12.9	15.0	15.4	+ 2.5
USSR	7.5	6.25	6.3	-1.2	19.1	20.3	20.8	+ 1.7

1) For 1955

2) For 1953

3) For 1951.

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/The highest ...

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The highest results achieved in the field of the assembly of wagons during 1950-56 were on the Railways of Roumania, Bulgaria and the GDR. However, in 1956 the rate of exploitation of wagons had, except for Bulgaria, declined somewhat as compared with 1955.

All member states of the CMEA have during the last few years succeeded in increasing considerably the average static load per wagon. This was due both to a better rate of exploitation of the capacity of the wagons and to increase in the number of wagons of large capacity in the rolling stock parks, this also includes 4-axle wagons.

3. Length and density of the railway networks in the different CMEA

Member states can be seen from the figures given below:

Countries.	Length of lines for general use in commission.			Length of Electrified sectors.		Density of railway networks in km.	
	Total in 1000 kms.	Of these Standard European & broad.	Narrow.	In km. of standard line	In % exploitation of standard lines.	Per 100 sq. km. of territory.	Per 10,000 inhabitants.
Poland	27.0	23.1	3.9	536	2.3	8.7	10.0
Czechoslov.	14.0	13.5	0.5	165	1.2	10.9	10.6
GDR	16.1	14.8	1.3	339	2.3	14.8	7.9
Hungary	8.9	8.3	0.6	347	4.2	9.6	9.6
Roumania	10.9	10.2	0.7	-	-	4.6	5.5
Bulgaria	4.1	3.7	0.4	-	-	3.7	5.9
Albania	0.1	0.1	-	-	-	0.6	1.1
Total for countries of Peoples Republics.							
	81.1	73.7	7.4	1387	9.9	8.0	8.2
USSR.	120.7	116.2	4.5	6325	5.5	5.4	6.0

The length of double track railways on the Polish Railway system (European Gauge) amounts to approximately 29 per cent compared to the total length under commission; on the Czech railways it is 22 per cent. In other countries of the peoples democracies the proportional share of the double track lines is considerably lower, while the Bulgarian Railway network is entirely single track.

The length of the Polish Railway system had increased between 1949 and 1955 by more than 900 km. This was partly made up of reconstructed lines which were destroyed by the war and partly of a number of new lines built. A number of railway lines were also constructed during this period in Czechoslovakia, the GDR, Hungary and Roumania. /In Bulgaria

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In Bulgaria during the period 1945 to 1955 548 km. of new lines were constructed which increased the total length of its railway lines by 15 per cent. But as a whole, the railway networks of the countries of the peoples democracies have not changed a great deal since the war - only by 1-1.2 thousand km.

4. As can be seen from the table given above, the railway networks are not distributed equally in the countries of peoples democracies, the most densely developed railway networks are in the GDR and Czechoslovakia, followed quite closely by Poland and Hungary. The density of railway networks in Bulgaria and Roumania is considerably lower. Inside the particular countries, especially in Czechoslovakia and Poland, the highest concentration of railway networks is to be found in special districts in western Czechoslovakia and the South Western Industrial area of Poland. The eastern regions of Czechoslovakia (Slovakia) and Poland have comparatively speaking poorly developed railway networks.

5. One of the difficulties of the railway networks of the countries of the peoples democracies is the disproportion between the development of the railways and the changed volumes of goods as well as change in the directions of the flow of transports. As a result of this some individual, weakly developed sectors have been overloaded and experience difficulties in coping with the traffic. Thus on the Czech lines a latitudinal main line, PRAGA - ^{KOSICE} ~~BRATISLAVA~~, was formed which constitutes in length approximately 12 per cent of the total line under exploitation, but which handles up to 50 per cent of all the goods carried. The volume of goods carried over some of the sectors of this line reach 9 million ton/km per one km. of line, while the average goods intensity of the network is 2.5 million tons/km per one km. of the line.

6. Sectors with electrified traction constitute less than 2 per cent of all the lines under exploitation in the European countries of the Peoples Democracies, and diesel traction for goods traffic is practically not used at all.

7. Railway transport consumes approximately 10-12 per cent of all the coal resources of these countries. /As a result ...

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As a result of the tension felt in the balance of coal, shortages occur in the supply of coal for the railways, and also greater use is being made of coals of low calorific value, which is reflected, especially in 1956, in the deterioration of the qualitative indices of the work of the railways.

8. From year to year the proportion of international import-export goods transport in the work of the railways of CMEA member states is on the increase. Such transport on the railway network of Poland amounts to 30 per cent; on the railways of Czechoslovakia and Roumania 17 and 20 per cent and on the railways of the GDR approximately 10 per cent. A considerable flow of goods moves from the USSR to the GDR over the Polish networks, from the USSR to Bulgaria over the Roumanian railway networks, as well as over the railways networks of a number of European countries of the Peoples Democracies to Yugoslavia [redacted] Goods flow through the USSR [redacted] to Hungary, from Roumania to Czechoslovakia, 50X1-HUM from the European countries of the Peoples Democracies to the Chinese Peoples republic and other Eastern countries. 50X1-HUM

9. On the Railways of the European countries of the Peoples Democracies a considerable proportion of the wagon rolling stock is used for these international transports. And yet this rolling stock still has quite a significant amount of empty runs. Thus the proportion of empty runs to loaded in 1956 amounted in Poland to 44.1 per cent, in Czechoslovakia to 39.6 per cent, in Hungary to 42.6 per cent, and in Bulgaria to 68.2 per cent, On the GDR railways these runs amount to over 50 per cent and on the railways of Roumania to nearly 45 per cent. (On the railways of the USSR these runs do not exceed 37-38 per cent). These empty runs are to a certain degree connected with the fact that the existing agreements between member states of the CMEA limit the possibility of using wagons returning to the owner railway lines for the transport of goods on the transit railway networks.

10. The volume of import-export and transit goods between the member states of the CMEA should increase still further within the next few years as a result of the measures planned to increase deliveries of iron ore from the USSR to the European countries of the Peoples Democracies, /and

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and through the increase in the production and exchange of a number of other types of goods between the countries over 1958-1960 period. In this connection it will be of great significance for the work of the railways if arrangements are made for the timely mutual exchange of information with regard to the planned volume of goods for import-export trade and for transit which would allow the railway authorities to prepare in good time the lines, stations and the required rolling stock to cope with such transports.

11. In March-April this year, discussions took place between the Soviet-Polish-German and Soviet-Czechoslovak railway and external trade organizations concerning the volume of goods transport for 1957, at which an agreement was reached to have the volume of transport mutually agreed upon annually.

It is probable that such coordination of annual and future plans for goods transport between all the participating countries of the COMECON would allow the countries to take in advance the necessary measures for preparing the railways for the handling of the growing volume of traffic.

II. The Danube Waterway.

1. Transport of goods on the Danube on vessels of the COMECON member states for the 1953-1956 period can be seen from the table given below:

Countries.	Thousands of tons.				Millions of ton/km.			
	1953	1954	1955	1956	1953	1954	1955	1956.
Bulgaria	792	842	920	991	227	327	372	395
Hungary	1273	1230	1390 1)	1400 2)	868	862	805 1)	820 2)
Roumania	1546	1287	1596	1300	906	979	648	496
USSR	3524	3715	3576	2612	1990	2220	2180 1)	2080
Czechoslovakia	944	939	1553	1253	580	753	918	888
<u>Total</u>	<u>7879</u>	<u>8013</u>	<u>9035</u>	<u>7556</u>	<u>4621</u>	<u>5141</u>	<u>4923</u>	<u>4679</u>

2. In 1955 there was a certain increase in the volume of goods transported on the Danube, mainly on account of the transport of local goods over short distances. Transport of import-export trade goods and transit goods in 1955 and 1956 decreased on most of the shipping lines. Only Bulgarian shipping succeeded in increasing both the volume and the average distance of goods transported, on account of a certain increase in the volume of goods arising from international transport.

1) Determined by accounting method for orientation purposes.

2) Taken for orientation purposes and for plans for 1956.

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3. Change in the relative share of international transport in the work of some of the shipping lines can be seen from the following figures for 1953-1956.

Countries.		Volume of international transport in 000 tons.				Goods turnover in million ton/km.			
		1953	1954	1955	1956	1953	1954	1955	1956.
Bulgaria	Absolute:	480	525	662	671	252	305	348	362
	In %	61	62	72	68	91	93	93	92
Roumania	Absolute:	537	540	516 1)	290 1)	749	847	416 1)	406 1)
	In %	35	42	32	22	83	87	64	82
USSR	Absolute:	2893	2939	2482	1549	1830	1910	1780	1670
	In %	87	79	69	59	92	86	82	80

Average distance of transport per ton of cargo on different shipping lines changed during 1953-1956 in the following manner:

	<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>
Bulgaria	350	388	404	399
Hungary	682	700	580	585
Roumania	585	760	405	382
USSR	600	600	610	800
Czechoslovakia	615	800	590	710.

The goods turnover in the Ports of Danube had changed in the following way:

	<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>
Bulgaria	1752	1562	1669	2022
USSR	3188	3479	3560	2918
Czechoslovakia	<u>2361</u>	<u>2513</u>	<u>2353</u>	<u>1811</u>
Total:	<u>7501</u>	<u>7554</u>	<u>7582</u>	<u>6751</u>

Goods turnover of the Danube ports of Hungary and Roumania amounts to approximately 3 million tons.

1) Determined by accounting method for orientation purposes.

4. From this it can be seen that although there was a certain amount of increase in transport on the Danube in 1954-1955, the volume of transport shrank again in 1956. The acceptance at the meetings of the representatives of the Danube Shipping lines of COMECON member states in Budapest (1953) and in Bratislava (1955) of a general agreement on goods transport, /uniform ...

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uniform tariffs and co-ordination of towing, assistance measures in case of accidents, and sub-contracting (acting as agents for one another) have played a positive role in the improvement of Danube transport; these measures however, are to-day already insufficient.

5. At the meeting of experts in September 1956 in Moscow an agreement was reached on concurrent study of the following subjects:

- a) Draft proposal concerning the creation of a Danube permanent coordinating body "Council of Directors of Danube Shipping Lines". Such a proposal, prepared by Soviet experts, was circulated to all CMEA member states in March 1957.
- b) Draft proposal of an agreement for the organisation of direct mixed rail and waterway and direct waterway transport on a single transport document (in preparation by the Roumanian experts).
- c) Draft proposals on the unification and lowering of transloading tariffs and port charges in Danube ports, as well as through transit tariffs (in preparation by Czech experts).
- d) Measures to be undertaken to attract additional shipping cargoes to the Danube and on distribution of goods between the shipping lines (in preparation by the Hungarian experts).
- e) Measures to speed up the delivery of goods on the Danube (in preparation by the Bulgarian experts).

Speedy completion of studies and realisation of the proposed measures should improve the situation with regard to goods transport on the River Danube.

III. Transport by Sea.

1. Tonnage of the merchant fleet of the Member States of the CMEA amounts to slightly more than 3 million tons, which includes:-

- | | |
|-------------------|---------------------|
| 1. Bulgaria | - 30 thousand tons. |
| 2. GDR | 12 thousand tons. |
| 3. Poland | 337 thousand tons. |
| 4. Roumania | 33 thousand tons. |
| 5. USSR | 2500 thousand tons. |
| 6. Czechoslovakia | 27 thousand tons. |

2. In view of the shortage of tonnage the Member States of the CMEA have had to have recourse to the shipping space of foreign powers and mainly of the capitalist countries. In 1956 this amounted to: /.....

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(In thousand tons).

Countries.	Transported in 1956 in own vessels.	Transported in 1956 in hired ship space.	Of this on ships of	
			socialist countries	capitalist countries
Bulgaria	698.0	229.0	58.0	171.0
Hungary	- 1)	474.0	91.0	383.0
GDR	170.0	1818.0	310.0	1508.0
Poland	2791.0	2457.0	208.0	2248.0
Roumania	192.0	563.0	63.0	500.0
USSR	57500.0	3849.0	202.0	3647.0
Czechoslovakia	- 1)	2998.0	623.0	2375.0
Total:	61351.0	12388.0	1555.0	10833.0

3. In order to coordinate the chartering of foreign shipping space, annual meetings of the representatives of shipping transport organisations have been held since 1952. The meetings serve for the exchange of experience gained from work, for agreement on identical terms for chartering ships, for discussions on joint biddings on the freight markets, and for the mutual exchange of information. At the last meeting of the representatives of shipping organisations in Bucharest in April 1957 it was decided to study a joint proposal concerning methods of improving the exploitation of the own regular line tonnage, and especially, on the organisation of regular lines:

- a) Between the Black Sea and Middle East ports.
- b) Between the ports of the Baltic Sea and the Continent and the ports of the Mediterranean (including Albania), and the Black Sea.
- c) Between the Black Sea ports and Malayan, Indonesian, Vietnamese and Chinese ports.
- d) Between Black sea ports and Albania.

4. In 1956 an agreement was concluded between the dispatching agencies of the COMECON Member States concerning unified dispatch conditions and use of dispatching tariffs.

5. One of the problems that remain to be solved is in the field of sea import-export transport, namely the question of establishing uniform charges

- 1) A small amount of goods are also transported by the Hungarian and Czech Peoples Republic in their own ships.

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based on world rates for transshipment of foreign trade or transit goods in
the harbours of CMEA Member States.

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